



Aeronautics Board Approves Airport Development Financial Assistance

By: Redge Meierhenry
Airport/Airways Bureau

Montana Aeronautics established in mid-1993 an Airport Development Financial Assistance Program for the “promotion of aeronautical purposes, airport improvement and development.” This program is a result of legislation sponsored by the Montana Pilots Association and passed by the 1993 Legislature.

Financial assistance is provided to airport sponsors in the form of grants and loans and is designed to be a flexible funding mechanism assisting airport development projects. The Aeronautics Board and Division make every effort to maximize funds intended to promote Montana aviation, generally and airport development, specifically. The Montana Aeronautics Board has statutory authority to approve all airport sponsor funding requests.

This year, there were a total of ten funding requests from nine airport sponsors. All requests were approved by the Aeronautics Board at their regularly scheduled meeting in Helena, April 18, 1997. These requests and funding amounts approved by the Aeronautics Board are listed below.

We are now programming for future year's funding availability, approximately \$135,000 for grants and \$135,000 for loans. However, this year's amount available to airport sponsors exceeded \$135,000 for each account because we have decided to expend the first year's collections. The monies deposited during the program's inception

in 1993 we feel are no longer needed for account reserves.

The projects approved for this year's funding are:

Harlowton: \$32,095 grant for rehabilitation and widening of Runway 8/26, Runway Safety Area and MIRL improvements.

Stanford: \$25,940 grant for rehabilitation of Runway 11/29 and reconstruct connecting taxiway and apron.

Columbus: \$88,859 grant for construction of new airport at site selected by Master Plan.

Sidney-Richland: \$20,189 grant for reconstruction of Taxiways A and B, installation of lighted signs, PAPI, REIL and other lighting upgrades.

Kalispell City: \$5,000 grant for Master Plan study.

Laurel: \$57,000 grant and \$62,000 loan for relocation and construction of Runway 4/22, rehabilitation of apron and hangar access taxi lane and lighting upgrades.

Ft. Peck: \$5,000 grant for establishment of new public use airport and construction of new turf runway at Ft. Peck.

Miles City: \$84,000 loan for crack seal and seal coat of Runway 12/30 and a \$2,615 grant for purchase of snow plow blade both for Frank Wiley Field.

Montana Aeronautics Division: \$5,000 grant for data collection/preparation fulfilling FAA requirements for study of GPS stand alone approach for Eureka, Polson and Scobey. ✈

EAA Land a Member...Win a Dream Campaign

The EAA is giving its more than 165,000 members an opportunity to win unique prizes while helping EAA membership grow through a new campaign.

The program encourages EAA members to help other aviation enthusiasts discover the benefits of EAA membership. The program rewards current EAA members with a number of exciting, one-of-a-kind prizes.

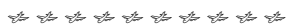
Every EAA member who signs up a new member between April 1, 1997 and March 31, 1998 will be eligible to win an all-expense paid “dream trip” to the '98 EAA Fly-in Convention in Oshkosh.

Many other prizes will be awarded. There are several other recognition levels for current EAA members who draw multiple members to the organization. For more information call 800-JOIN-EAA or explore EAA's World Wide Web site at <http://www.eaa.org>.

Administrator's Column

Overflight Fees Opposed By Congress:

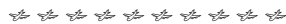
The U.S. House Transportation and Infrastructure Committee Chairman Bud Shuster (PA), Ranking Member James Oberstar (MN), Aviation Subcommittee Chairman John Duncan (TN) and Ranking Member William Lipinski (ILL) have written a letter to Acting FAA Administrator Barry Valentine advising him it was not the intent of their legislation to impose user fees on foreign general aviation aircraft over flying the United States. During floor debate in Congress, it was specified that the fee was to be for commercial carriers and there was no mention of charging foreign general aviation for overflights. The Congressmen expressed concern over serious safety implications fearing such fees could cause foreign GA pilots to avoid using ATC services. They also expressed concern that the new Canadian privatized air traffic control corporation, Nav Canada, would reciprocate by charging U.S. general aviation pilots overflight fees. This would likely impact U.S. GA pilots far more than Canadian GA pilots because there are many U.S. GA aircraft overflying Canada to and from Alaska. The Congressmen stated they believe it would be irresponsible to impose these fees and urged the FAA to re-evaluate their plans. This is another very important issue our Montana Congressional delegation needs to hear your opinion on. It only takes about one minute of your time to pick up the phone and call their 800 number. Senator Baucus 800-332-6106, Senator Burns 800-344-1513 and Representative Hill 800-949-6825.



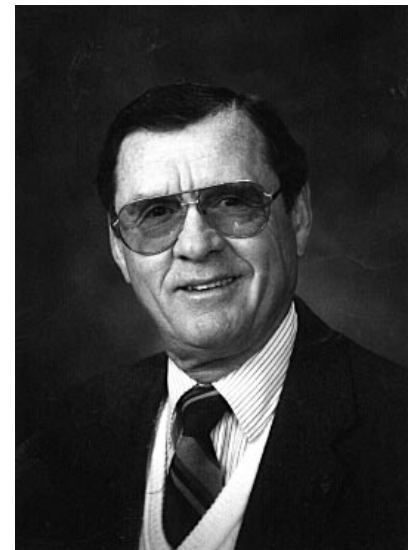
Condolences to the Albright Family: We are saddened to learn that Dorothy Albright of Roundup passed away on March 18th. Dorothy attended Reed College and Oregon State College and taught high school in Idaho and Montana. She served in the U.S. Navy WAVES during WWII and was a long-time active member of the International 99s, a prestigious pilot organization for woman where she served as Chairman of the

Montana chapter for several years. Dorothy headed up the airport air marking program for the 99s.

Dorothy worked with her husband Rolan at Albright Flying Service in Roundup and still found time for her 99s activities plus church activities at home and volunteer missionary work in Central and South America. Montana has lost a strong aviation supporter. On behalf of the Aeronautics Division, Aeronautics Board and the entire Montana Aviation Community, I wish to express our sincere condolences to Dorothy's husband Rolan and the Albright family.



A Glimmer of Hope on NCARC: Although not immediately known when the appointments to the Congressionally mandated National Civil Aviation Review Commission (NCARC) were finalized, the general aviation industry is very pleased to learn there is a small "glimmer of hope" in Senator Daschle's (SD) appointment of Linda Barker. Barker is part-owner and vice-president of the Business Aviation FBO at Joe Foss Field in Sioux Falls, S.D., which is a member of the National Air Transportation Association (NATA). Barker is a Representative in the South Dakota State Legislature and has a strong background in private business, having owned several small businesses. As I reported in my last month's article, the NCARC was mandated by Congress to study the FAA financial needs and to make future funding recommendations. NCARC members were to total 21 with the U.S. DOT appointing 13 members with "expertise in the aviation industry and who are able, collectively, to represent a balanced view of the issues important to general aviation, major air carriers, air cargo carriers, regional air carriers, business aviation, airports, aircraft manufacturers, the financial community, aviation industry workers and airline passengers." The other eight appointments were made by the two top Republican and Democratic leaders in the House and Senate, with each appointing two. In a recent



Montana and the Sky
Department of Transportation
Marc Racicot, Governor
Marv Dye, Director

Official monthly publication
of the
Aeronautics Division
Telephone 444-2506
2630 Airport Road
Helena, Montana 59604
Michael D. Ferguson
Administrator

Aeronautics Board
Ron Mercer, Chairman
Byron Bayers, Member
Fred Booth, Member
JoAnn Eisenzimer, Member
Leland Ford, Member
Douglas Freeman, Member
Robert Hector, Member
Arnie Lindberg, Member
Will Metz, Member

Montana and the Sky is published monthly
in the interest of aviation in the
State of Montana.
Third Class postage paid at
Helena, Montana 59604

Subscription: \$5 per year
Editor: Debbie Alke
Editorial Assistance:
Q Communications Group

Administrator *cont.*

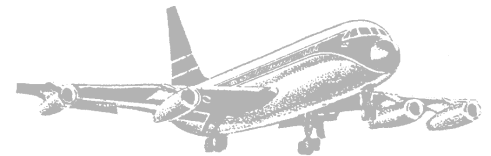
interview, Barker expressed surprise over the lack of general aviation representation on NCARC and in response to the proposals to radically change the way FAA is funded she asked, "Why throw out a system that's working well?" She further stated, "we could see the whole industry set back 10 years" by implementing an ill-advised fee structure. She expressed her strong commitment to general aviation and she does not want to see the industry set back by NCARC but noted how significantly outnumbered she is by large airline and airport representatives and stated if the other members "want to squish me like a worm, they can." Barker hopes the NCARC understands that all segments of the aviation community have a symbiotic relationship and to pit one against the other would be unfortunate, that "you can't harm one segment without doing damage to all." Even though she is an overwhelming minority on the NCARC, the NATA and other GA organizations are very pleased to learn of Linda Barker's appointment and to hear her position on the funding issues so critical to the GA industry. It is unfortunate that the Administration ignored the Congressional mandate and "stacked the deck" against GA interests in their appointments.

Aviation Trust Fund: In another attempt to remove the aviation users Airport and Airway Trust Fund, along with the other transportation trust funds from the unified budget, Representative Bud Shuster (PA), Chairman of the House Transportation and Infrastructure Committee, has 232 co-sponsors for H.R. 4, called the Truth in Budgeting Act. Passage of this bill will ensure that the user trust funds are spent for the purposes intended and not held hostage to falsely help portray a better balanced budget picture. A similar bill failed in the Senate last year after passing the House by a vote of 284-143. If you have strong feelings about this bill you should take one more minute of your time to use the 800 numbers listed at the beginning of my column and give our Congressional delegation a call.



AOPA Questions FAA Inquiry: In response to an FAA nation-wide request of airports to provide them (FAA) with a list of based airplanes, the Aircraft Owners & Pilots Association (AOPA) has suggested that until the FAA provides more justification for this request, airport managers respect the privacy of aircraft owners and decline to respond to this particular survey. The FAA sent out

over 5,500 requests to public use airports requesting a list of make, model and tail numbers of every based aircraft. Bill Dunn, AOPA vice president for regional affairs stated, "We've asked FAA to tell us their plans for this information. Frankly, we can't see any statistical value in collecting 'N' numbers." It seems the FAA has provided different answers as to why they want this information. The Aeronautics received 13 such letters which were mailed from the FAA office in Phoenix and when we contacted them (the FAA) we were told they wanted the information for enforcement reasons. We are unaware of any regulation requiring an owner to report their aircraft's home base—if the FAA can justify a need for this information they should get it directly from the aircraft owners. This could be more easily accomplished as the FAA already has a data base on aircraft owners. It should not be the responsibility of the airports to provide this information. Until the FAA can provide more justification for this request we will delay responding.

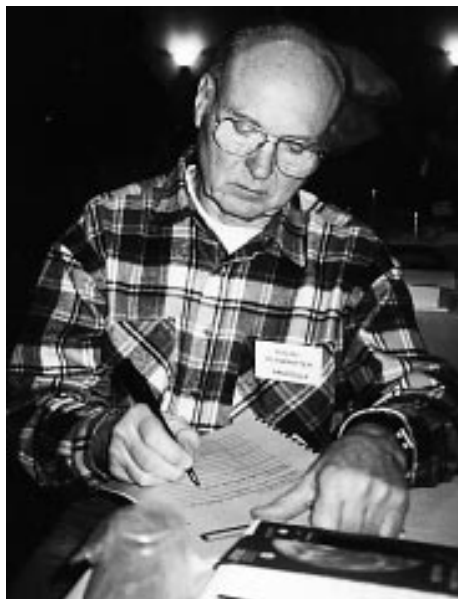


Flight Instructor Refresher Clinic

Once again Greg Gorak of Gaits Aviation Seminars, Inc., gave an informative and challenging seminar. Greg promised in the introduction to the flight instructor refresher clinic that sixteen hours would fly by before we (the renewing CFIs) even knew it. He kept his word; using videos, group work sessions and guest speakers.

The 1998 Refresher Clinic will be conducted by Allan Englehardt of Flight Standards Co., February 13 and 14, 1998.

Ralph Klawitter is working on his final test. A big thank you goes to Ralph for helping with the preflights at the Montana Aviation Conference teacher's workshop.



Thomas Denham of Big Fork, MT, receives his passing renewal for his CFI from Greg Gorak. It was Thomas's birthday. What away to celebrate.

First Flight Over the Rockies

By: Thomas K. Worcester

Helena to Blossberg—about 17 miles—a record flight? In 1911 it was, when 19-year old Cromwell Dixon, an exhibition pilot, became the first person to fly an airplane over the Continental Divide.

By today's standards, the youthful aviator's achievement hardly seems noteworthy. But in 1911, just eight years after the Wright brothers electrified the world with the first airplane flight, Dixon's feat had to be considered remarkable. He pushed his fabric and bamboo Curtis biplane to an altitude of more than 7,000 feet—higher than man had flown before—and bucked headwinds and turbulence as he piloted his craft over the Divide. For his achievement he not only received the notoriety of an aviation first, but collected a cash prize of \$10,000, a tidy sum by any standard.

Cromwell Dixon was the youngest licensed aviator in the world (license number 43, issued by the Aero Club of America) when he came to the Montana State Fair in September 1911, for daily exhibition flights and to try to collect the prize offered by a group of industrialists for the first flight over the Rockies. The young pilot was a "barnstormer," sponsored by the Curtis Exhibition Company, who performed at local and state fairs to introduce the public to the thrill of the new field of aviation.

On the day of his historic flight, Dixon elected to depart from the fairgrounds at Helena in the early afternoon, considering that to be the most ideal time to attempt the crossing. As it turned out, weather conditions on September 30 were far less than ideal. A stiff wind blowing from the west gave the pilot concern. But Dixon decided he could make the trip despite the wind, much to the delight of the crowd of thousands who were at the fairgrounds to witness his takeoff.

Dixon's small craft was wheeled up the track, almost directly in front of the grandstand. At 2 pm his take off began. The pilot circled the track once, then lifted off to the north to gain altitude. Within a few minutes he had risen 3,000 feet above the fairgrounds, or about 7,000 above sea level. Satisfied with his altitude he turned his

flimsy craft to the west and flew directly toward a column of smoke rising from Mullan Pass where a group of men from Blossberg had built a fire to direct him to his destination.

Dixon was soon out of sight from the ground in Helena, and the crowd anxiously awaited word of his fate. Flying toward the smoke column, he crossed the Divide with about a 600-foot clearance, and soon after was landing on a sloping hillside near Blossberg, a small station on the Northern Pacific Railroad line.

On hand to greet the aviator as he rolled to a stop were citizens of Blossberg and Dixon's manager and mechanic who had driven to Blossberg earlier in the day with gasoline, tools, and repair parts in case they were needed. A reporter for *The Helena Independent* had accompanied the pilot's staff. Responding to their congratulations, Dixon reportedly said:

"Boys, I knew I could do it. Tell the folks in Helena I am here safely and will be back in a few minutes and will see them before 4 o'clock."

Since Blossberg was without telephone service, news of the pilot's arrival was telegraphed back to the waiting thousands at Helena, who cheered loudly when word passed at the fairgrounds that Dixon was indeed at Blossberg.

Dixon himself sent another telegram, to Jerome Fanculli, general manager of the Curtis Exhibition Company in New York, noting that he had safely crossed the Continental Divide.

Among those confident that young Dixon would achieve his goal was Montana Governor Edwin L. Norris, who gave the flyer a letter to deliver to the people of Blossberg. Governor Norris wrote:

"I desire to extend to you my hearty felicitations and to congratulate you upon the fact that your town had been chosen to take part in a feat that marks an epoch in the history of aviation.

"Not since the first days when man invaded the domain of the birds and made possible the conquering of the air has a human being flown across the Rocky Mountains. Attempts have been made, of course, but until today, mishaps have interfered with the regularity that seemed almost to prove that the powers of the air

resented the intrusion. The seemingly impossible has at last been accomplished—the backbone of the continent has been crossed, the terminals being the state fairgrounds at Helena and the town of Blossberg.

"The feat that establishes a record in the annals of aviation has been accomplished by Mr. Cromwell Dixon, who conveys this message, a mere lad in years, and yet ages old in cool daring and iron nerve—a youth whose work with the biplane seems to have earned for him the title 'The uncrowned king of the Celestial Pathfinder.'

"On this, the closing day of the greatest Montana state fair ever held, I desire again to offer my congratulations and to wish for your good town all possible prosperity."

(Author's note: Blossberg no longer appears on the official Montana state map!)

Having delivered the letter and sent the telegram to New York, Dixon made an adjustment in the carburetor of his aircraft to compensate for the altitude at which he would be flying. Then he declared he was ready to return to Helena.

The plane was turned facing the valley, and with the wind reportedly at his back, Dixon once again roared into the sky. Fighting currents and cross winds, he was almost 20 minutes rising out of the Blossberg basin to an altitude which would permit him to return to the waiting crowd. Finally, though, the watchers in Helena saw a tiny speck over the mountains, which gradually gained perspective as the airplane became discernible.

Dixon climbed out of his tiny craft, and was greeted by dignitaries including Louis W. Hill, president of the Great Northern Railroad, one of the financiers who had put up the prize money that lured Dixon to Helena.

Though he did not give a speech that day, Cromwell Dixon did allow an interview with *The Helena Independent* reporter. The pilot was quoted in the October 1, 1911, paper as saying:

"I was confident that I would make it, as sure as it was possible for anyone attempting such a stupendous feat can be. The credit lies as much with the machine and motor as with myself, for it is impossible for a machine to be in more perfect condition.

"The air currents were the only serious thing with which I had to contend. At times

First Flight *cont.*

I would strike a descending current and fall for 35 or 50 feet, and then the machine would get through with a puff and begin to rise immediately. One puff in particular, was the worst I have ever encountered, it almost turned the machine over. The only way I got through was to turn my plane almost straight down and by falling for nearly a hundred feet gain velocity to carry me out of the danger zone.

"The wind was a great help on the outbound trip, but on the return was a handicap which was difficult to overcome. At the summit, the velocity of the wind was in the neighborhood of 30 miles an hour, and the cross currents and eddies which came over the crest were the most puzzling and dangerous of my whole trip. One who has never been up in the machine has no idea of the strain under which the aviator labors while battling with a gale in which the currents are absolutely unknown."

The \$10,000 prize for Dixon's flight was provided by Railroad President Louis Hill; Lewis Pedwell, Montana land dealer and president of the Montana state fair; John Ringling, the circus king; and the Montana state fair. Unfortunately, "the boy aviator", as he was known, had little chance to enjoy his riches for two days after his epoch flight, he was killed when his plane crashed during an exhibition flight at Spokane, Washington. He was returned to his native Columbus, Ohio, for burial.

Though Dixon's flight over the Rockies has been compared in daring to Lindbergh's crossing of the Atlantic and Louis Bleriot's first flight across the English channel, virtually none of the standard reference works makes note of it. But, a granite monument was placed before the old Helena airport terminal commemorating his deed. A historical marker on MacDonald pass where U.S. Highway 12 crosses the Divide west of Helena notes that the flyer crossed the mountains near that area. And, most recently, a mural depicting the historical flight was painted by Montana artist Robert Morgan for the new terminal building at the Helena airport, opened late in 1978.

Montana has not forgotten the flight of Cromwell Dixon. 

Calendar

May 14—Aviation Safety and Risk Management (morning) \$95; AOPA's Never Again (afternoon) free of charge; AOPA's The Most Dangerous Game (evening) free of charge; Holiday Inn Parkside, Missoula. Call Bob Roth 329-1040 or Wendy Ninteman 243-6098.

May 30—June 1—Benchmark Annual Work Session.

June 6—Aeronautics Board Meeting, Yellowstone Airport, West Yellowstone.

June 7—Miles City MPA Appreciation Day. Breakfast at 7 am., lunch at noon, many fun events throughout the day including Young Eagle rides. Contact Barb Hirsch.

June 7—MPA Board of Directors Meeting, Miles City.

June 10–16—International Aviation Week, Cayman Caravan Fly-in. Call (800)346-3313 or (904)872-2495.

June 11—Pilot Operations at Non Towered Airports, 7:00 pm, Holiday Inn, Bozeman.

June 15—Annual Father's Day Poorboy Sourdough Pancake Breakfast Fly-in, Beacon Star.

June 18–22—Montana Antique Aircraft Association (MAAA) Air Tour. Call Roy Hollandsworth (406)627-2466.

June 28—Mogollon Airpark Fly-In/BBQ, Mogollon Airpark, Overgaard, Arizona. BBQ from 10am–2pm. Contact Michael Campbell, 12197 E. Sahuaro Dr., Scottsdale, AZ 85289, (602)661-7586, e-mail telmike@futureone.com

June 28—Plains Fly-in Breakfast (8–11 am), Plains. Call Randy Garrison at (406)826-3605.

June 29–July 3—Flying Dentists National Meeting, Grouse Mountain Lodge, Whitefish.

July 12—Hamilton Airport Open House and Pancake Breakfast. Contact Warren Woolley (406)363-0874.

July 12—North Central Hangar Fly-in Breakfast and Toy Show, Havre.

July 12–13—Missoula Air Show, fly-ins welcome; display aircraft free; call Paul Klawitter (406)728-4381.

July 18–20—Schafer Meadows Annual Work Session.

July 25–27—Northwest Mountain Family Fly-in and Aviation Safety Convention, Driggs, ID.

July 30–August 5—45th Annual EAA Fly-in Convention, Oshkosh, Wisconsin.

August 7–10—MAAA Annual Fly-in, Three Forks Airport/Progreba Field.

August 13–16—Sky Trail International Northwest Aviation Council Conference, Saskatoon, Saskatchewan.

August 30–September 1—Annual Labor Day Fly-in, West Yellowstone.

September 10–11—Western International Search and Rescue Advisory Committee (WISARAC) Annual Meeting, Kalispell.

September 12–14—Mountain Search Pilot Clinic, Kalispell.

September 13—Aerotronics Annual Open House, Billings.

Just a small oversight....

The FAA has a unique device for testing the strength of windshields on airplanes. It's a gun that launches a dead chicken at a plane's windshield at the approximate speed that airplane flies.

Theory is that if the windshield doesn't crack from the carcass impact, it'll survive an actual collision with a bird during flight.

The story goes that the British were interested in this device and wanted to test a windshield on a brand new, speedy locomotive they were developing. They borrowed the FAA's chicken launcher, loaded up a chicken and fired.

The chicken shattered the windshield, went through the engineer's chair, broke the instrument panel and became embedded in the rear wall of the engine cab.

Stunned, the Brits asked the FAA to recheck the test to make sure they had done everything right.

The FAA reviewed the test thoroughly and came up with only one recommendation: "Use a thawed chicken..."

Part 61 Rewrite

The FAA has released the revision of FAR Part 61, Pilot, Flight Instructor, Ground Instructor, and Pilot School Certification Rules.

The reworked regulation amends the FAR's governing pilot and flight instructor qualifications and certifications.

Nearly every paragraph in Part 61 was changed in order to update current certification standards. Major changes to the rule are:

Class Specific Training Implemented.

Several training operations for private and commercial certificates are now aircraft class specific. Dual training for day and night cross-country, pilot in command cross-country, and instrument dual times are all class specific. Total amount of dual training time for commercial pilots has also been decreased from fifty (50) hours to twenty (20 hours).

Complex/High Performance Distinction.

Complex aircraft (those with flaps, retractable gear, and constant speed propeller) now require a separate logbook endorsement from high performance (more than 200 horsepower) aircraft.

Recreational and Private Pilot Solo requirements Decreased.

Solo time requirements for recreational certificate applicants are lowered to three hours, five hours for private pilot applicants. Private pilot solo cross-country requirements is lowered from 300 miles to 150 miles. The total hour requirements remain unchanged for both certificates.

Night Flying Exception Removed.

Private and Commercial pilot applicants are now required to complete night flying experience. Previously, a night flying restriction was placed on the certificate of anyone failing to complete the night training requirements. This option is no longer available.

Instrument Rating Qualification/Currency Requirements Altered.

There is no longer a minimum hour requirement to qualify for an instrument rating. To maintain instrument currency, pilots no longer must complete six hours of actual or simulated instrument time. Pilots must complete and log within six months: six approaches, intercept and track courses utilizing navigation systems, and holding procedures.

Endorsement Required for Knowledge Tests. A logbook endorsement is now required from an instructor for eligibility to take required knowledge tests.

Age 60 Rule Clarified. To correlate the requirements of Part 121 to Part 61, the "age 60 rule" has been expanded to apply to 10- to 30-seat aircraft.

The National Air Transportation Association (NATA) is pleased with the revised Part 61 after an initial review. The FAA heeded concerns raised by NATA by removing the most detrimental proposals from the final rule. However, the Association is particularly disappointed with the FAA's decision to implement class specific training due to the financial burden it imposes during flight training when no safety compromise exists under the current system. NATA's Flight Training Committee is reviewing the rule for full understanding of the impact on the flight training industry.

The requirements of Part 61 become effective August 4, 1997. Copies of the final rule are available through the FAA's web page at: <http://www.faa.gov/avr/arm/nprm/nprm.htm> or by contacting NATA's Cindy Aloise by fax at (703)845-8176. ✈

Calling high school students...

interested in investigating the possibilities of an aviation career



The Montana Aeronautics Division and the Federal Aviation Administration are jointly sponsoring a five-day aviation career program in cooperation with the Helena College of Technology, July 7-11, 1997 in Helena, Montana.

The cost for the academy is \$50. Lodging for out of town students will be available at the Aladdin Motor Inn at state rates (\$31.20 a night). The out of town students will be chaperoned at the motel.

Tentative Schedule:

Monday, July 7

Tour of Helena College of Technology, Army National Guard and Helena Fire Fighting Center

Tuesday, July 8

Great Falls field trip

Wednesday, July 9

Survival training in Helena National Forest

Thursday, July 10

Missoula field trip

Friday, July 11

Flight Day, picnic and closing

Registration and tuition are due by June 25, 1997. For more information, contact: Jeanne Lesnik, Montana Aeronautics Division at 444-2506 or Len Wheeler, FAA at 449-5270 or 800-457-9917.

More Aviation Web Sites of Interest

Aeronet

Address: <http://www.aeronet.co.uk/>

Description: This site provides information on the commercial aviation industry. The site is divided into several sections including: aviation news, airline operators, airports, academic institutions, and conferences. Links to other aviation-related sites are provided.

Aircraft Owners and Pilots Assoc. (AOPA)

Address: <http://www.aopa.org/>

Description: This site provides information on AOPA and its activities, conferences, and publications.

Air Transport Assoc. (ATA)

Address: <http://www.airtransport.org/>

Description: ATA is a trade organization for the principal U.S. Airlines.

Airlines of the Web

Address: <http://www.itn.net/airlines/>

Description: This site provides a variety of information on and links to the airline industry. Site information and links are organized into these main categories: passenger carriers, cargo airlines, frequent flyer programs, manufacturers and suppliers, aviation organizations, airline 800 numbers, and others.\

American Association of Airport Executives (AAAE)

Address: <http://www.airportnet.org/>

Description: AAAE is a professional organization for airport executives and represents thousands of airport management personnel at public use airports nationwide. The AAAE site provides information on AAAE as well as airport and aviation-related news and information. The site is organized into several sections, including news, government affairs, training/certification, resource center, and meetings and conferences. Some materials are only available to AAAE members. The site is searchable.

Aviation Safety Reporting System (ASRS)

Address: <http://www.afa.arc.nasa.gov/ASRS/ASRS.html>

Description: The ASRS collects, analyzes, and responds to voluntarily submitted aviation safety incident reports in order to lessen the likelihood of aviation accidents. This site provides information on the ASRS, including a program overview, a program "briefing," ASRS reporting forms, and ASRS publications.

Global Positioning System (GPS)

Overview

Address: <http://www.utexas.edu/depts/grg/gcraft/notes/gps/gps.html>

Description: This site, developed and maintained at the University of Texas, provides an overview of GPS and access to a variety of research and publications, including U.S. Department of Defense Satellite Navigation System, GPS positioning services specified in the federal radio navigation plan, GPS satellite signals, and GPS data. Link to other GPS-related Internet sites are also provided.

International Air Transport Assoc. (IATA)

Address: <http://www.iata.org/>

Description: IATA, founded in 1945, is an international organization representing a variety of interests in the aviation industry. This site provides information about IATA and its activities, members, products and services.

Regional Airline Association (RAA)

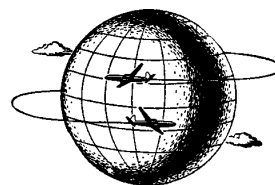
Address: <http://www.raa.org>

Description: RAA represents U.S. regional airlines and the suppliers of products and services that support the industry. This site provides information on RAA and its activities, members, conferences, and publications.

Transport News: Air

Address: <http://www.transportnews.com/air/>

Description: The Transport News site provides a compilation of daily news and features on transportation topics from a variety of sources. This is the air section of the Transport New site. Information is organized by date.



Strong Year for Aircraft Shipments

In 1996, general aviation manufacturers experienced their best year in history for total billings. Other highlights from the General Aviation Manufacturers Association (GAMA) 1997 Annual Industry Review and Media Briefing included the strong volume of aircraft shipments for the general aviation industry and the fact that in the three-year period between now and the year 2000, more new models of aircraft will be introduced than in the entire decade that preceded it.

"The turnaround that began with the passage of the General Aviation Revitalization Act is not just continuing—it is picking up steam. In every respect, 1996 was a very good year for general aviation, and we think 1997 will be outstanding. Flight hours are up, activity in the fractional ownership programs are at an all time high and charter operations continue to increase," said GAMA President Ed Bolen.

1996 Year-end Airplane Shipments by Type

	YTD '95	YTD '96	% Change
Pistons	576	600	4.2%
Turboprops	255	289	13.3%
Jets	246	243	-1.2%
Total	1,077	1,132	5.1%
Military	52	56	7.7%
Grand Total	1,129	1,188	5.2%

Roger, Where Did The Name Come From?

By: Sgt. Kristy Surette
RAF Upper Heyford, England

The word ROGER is universally connected with pilots and air traffic controllers as a sign of acknowledgment-message heard and understood.

But why? Why ROGER? Why not Fred or Marvin—or better yet, “heard” or “understood”?

Assuming there is some significance in the selection of this word, we wanted to know where it came from, who is ROGER, and why we use this word the way we do. Although not verified by the Historical Society, here are a few comments on the matter from knowledgeable sources.

ROGER:

- Is the name of the first air traffic controller. Pilots used to say his name to get his attention.

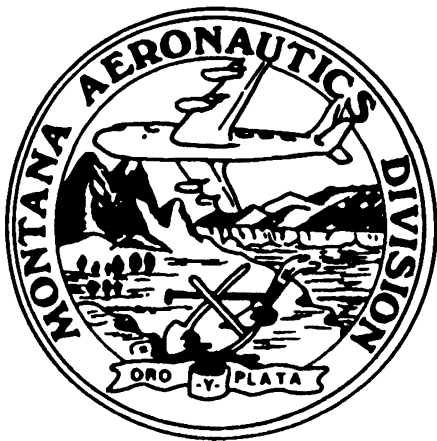
- Was the name of a pet pigeon of the British Independent Air Force in 1917. When one of the pilots in pattern asked who he was supposed to follow, the answer was ROGER and it is still used today.
- Was first used in a “Steve Canyon” comic strip and is still used today.
- Has been around since the beginning of flight. He was with the Wright brothers at Kitty Hawk, standing by the runway shouting ATC instructions.
- Is the most widely used word in the pilot’s vocabulary, used to answer a wide range of questions, such as: Would you like flight split ups on downwind or base (ROGER), say altitude (ROGER), say intention (ROGER), say flight conditions (ROGER), do not acknowledge further transmissions (ROGER), I said do not acknowledge further transmissions (ROGER)...

- Roger is the patron saint of air traffic control. He is the one controllers pray to when they don’t know what to say. Frequently called on to help one out of a tight spot or make the pilot forget what he wanted.
- Isn’t he that basketball player who was in that airplane movie?

Whoever he is, wherever he came from, ROGER, we salute you. (ROGER)



The Department of Transportation attempts to provide reasonable accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this document will be provided upon request. For further information, call 406-444-2506 or TDD 406-444-7696.



May 1997

PO Box 5178
Helena, Montana 59604

Bulk Rate
Postage Paid at
Helena, MT 59620
Permit No. 141